

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 1178. 日六廿月二年五十二緒光

THURSDAY, APRIL 6, 1899.

四拜禮

號六月四英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 10,500,000
RESERVE FUND 6,000,000

Head Office: YOKOHAMA.
Branches and Agencies:
KOBE, NEW YORK, LONDON, LYONS, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.,
PARIS BANK, LD.,
THE UNION BANK OF LONDON, LD.
HONGKONG AGENCY: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

S. CHOI, Agent.
Hongkong, 3rd October, 1898.
THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid up Capital £234,374
HEAD OFFICE: HONGKONG.

Head of Directors:
E. Burnie, Esq., D. Gillies, Esq.,
Chan Kit Shan, Esq., Kwan Hoi Chuen, Esq.,
Chow Tung Shing, Esq., J. T. Baits, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 24th March, 1899.

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

Shanghai Tientsin.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office: SHANGHAI.
Branches and Agencies:
CANTON, HANKOW, CHEFOO, Peking, CHINKIANG, SWATOW, FOCHOW, TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
per annum Fixed Deposits for 3 months.
3%
4%
5%
E. W. RUTTER, Acting Manager.
Hongkong, 15th October, 1898.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SHEDS, Esq., Deputy Chairman.
The Hon. J. J. Bell-Irving.
E. Goetz, Esq., A. McComachie, Esq.,
David Gubbay, Esq., A. J. Raymond, Esq.,
A. Haupt, Esq., P. Snelson, Esq.,
R. H. Hill, Esq., R. Shewan, Esq.

CHIEF MANAGER:
HONGKONG: T. JACKSON, Esq.
MANAGER:
SHANGHAI: J. P. WADE GARDNER, Esq.
LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
T. JACKSON, Chief Manager.

Hongkong, 23rd March, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON, Chief Manager.
Hongkong, 1st August, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £450,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.

T. H. WHITEHEAD, Manager, Hongkong.
Hongkong, 24th May, 1898.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	SLAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Jard	J. Chelley, R.N.R.	About 10th April	Freight or Passage.
JAPAN	Candia	W.H. Haughton, R.N.R.	About 10th April	Freight only.
SHANGHAI	Coromandel	E.N. Tildard	About 14th April	Freight or Passage.
LONDON, &c.	Bengal	S. Barcham	Noon, 15th April	Freight or Passage.
JAPAN, &c.	Robilla	Sidg. B. Lockyer, R.N.R.	10th April	Freight or Passage.

(Passing through the Indian Sea.) See Special Advertisement.
For Further Particulars apply to
H. A. RITCHIE, Superintendent.
Hongkong, 4th April, 1899.

CALDBECK, MACGREGOR & CO., FINE AND SPIRIT MERCHANTS

Telephone 75.
LONDON: 1, 3 & 5, RAYMOND STREET, E.C.
HONGKONG: 1, QUEEN'S ROAD.
SHANGHAI: 4, FOCHOW ROAD.
SINGAPORE: 1, TINSAYSON GREEN.
GLASGOW: 1, ST. ROBERT'S SQUARE.

Agencies in all the principal ports of China, Japan, Borneo and the Philippines.
Hongkong, 3rd March, 1899.

THE CLUB HOTEL, LIMITED.

No. 57, BOND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.
Yokohama, 1st October, 1897.

Hongkong, 1st October, 1898.

Hongkong, 15th October, 1898.

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Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
SUPERINTENDENT: THOS. SKINNER.
DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL

AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GARDENS, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.
CRAIGIEBURN is situated at PLUSKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine healthy location, variety of beautiful scenery. Cool Southern breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE: 7, Duddell Street.
Hongkong, 4th January, 1899.

IMMUNITY FROM INFECTION.

TESTED GERMICIDES OF GUARANTEED PERCENTAGE SHOULD BE USED.
A DEMAND HAS BEEN CREATED FOR
"ESSETS" FLUID
A PERFECT DISINFECTANT (NON-POISONOUS).
MORE POWERFUL THAN PURE CARBOLIC ACID.
A Sure Preventive of all kinds of Contagious Diseases.
SOLE AGENTS, WATKINS & CO.

Hongkong, 6th April, 1899.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION
of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,
Proprietors and Sole Manufacturers,
9, Old China Street,
Shanghai.

12th October, 1898.

12th October, 1898.

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To-day's
Advertisements.

THEATRE ROYAL.

MESSRS. DALLAS AND MUSGRAVES
THEATRICAL SEASON.TO-NIGHT! TO-NIGHT!
MRS. HARRIET BEECHER STOWES
IMMORTAL WORK

"UNCLE TOM'S CABIN"

Special Secutery for this grand production.

THE RIVER OF FROZEN ICE
THE ROCK OF FREEDOM
THE GREAT KNIFE FIGHT
GRAND PLANTATION SCENEIntroducing Songs, Choruses, and Dances,
Cake Walks, &c., &c.

PRICES:—\$3, \$2 and \$1.

Box Plan at the ROBINSON PIANO CO.

SATURDAY, April 8th,
Grand Production of
THE WORLD RENOWNED DRAMA

"THE SILVER KING."

NOTICE.—A special train will run a quarter of
an hour after fall of curtain every evening.W. H. BROWN,
Business Manager.

Hongkong, 6th April, 1899. [424a]

FRENCH COMIC OPERA COMPANY.

C. DARON, Directeur, 18me Annee.

CITY HALL—ST. ANDREW'S HALL,
MONDAY, 10 April, 1899.

A 9 hours.

GRAND PERFORMANCE,
to be given byMlle G. VASTI, Mlle J. LORIG,
1re Chanteuse d'oprette, 1re Dugazon.Mr. C. DARON,
le Comique populaire,Mlle M. SAVAT, Mr. OLL,
Chanteuse a diction, Pianiste.

Artistes des principaux Theatres de Paris.

LE GRAND SUCCES

Les Pantins de Violette,

Opéra Comique en 1 acte.

MUSIQUE DE MR. A. ADAM.

Alcofribas Mr. C. DARON; Pierrot Mlle J. LORIG;
Violette Mlle VASTI.

Preceded by

A Grand Musical Performance

By the whole Company.

LES PARISIENNES!!!

Grande Polka, chantée,

Mlle VASTI, LORIG et SAVAT.

On commencera par

PAOLA et PIETRO

Opette en 1 acte

Musique de Paul Henrion

PAOLA, Mlle VASTI, PIETRO, Mlle LORIG.

PRICES OF ADMISSION:

RESERVED SEATS.....\$3

STALLS.....2

Tickets at ROBINSON PIANO CO.

Hongkong, 6th April, 1899. [469a]

IN BANKRUPTCY.

PUBLIC AUCTION.

THE Undersigned have received instructions from
the Official Receiver and Trustee to Sell by
PUBLIC AUCTION.

on

MONDAY,

the 10th April, 1899, at 2.30 P.M.,

at the residence of M. A. A. SOUZA, Esq.,

No. 2, CANTON TERRACE.

SUNDRY VALUABLE HOUSEHOLD

FURNITURE.

Comprising—

DRAWING ROOM SUIT, OVERMAN-

TELS, WARDROBES, and SIDEBARDS,

with BEVELLED GLASS, DINING TABLE,

MARBLE TOP WASHSTAND, FENDERS

and SETS FIRE IRONS, DRESSING TA-

BLE, DINNER SERVICES, VASES, OR-

NAMENTS, LACE CURTAINS, GRASS

BEDSTEAD, RODS and RINGS, CROCK-

ERY.

On View from Saturday, A.M. when Cata-

logues can be had on application.

TERMS:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 6th April, 1899. [472a]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS
(For Invalids and General Use.)B.—VINTAGE, superior quality,
Red Capsule.....\$14.40C.—FINE OLD VINTAGE, sup-
erior quality, Black

eal Capsule.....16.20

D.—VERY FINE OLD VINTAGE
extra superior, Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested
for a month before use. Wine re-

quired for drinking at once should be

ordered to be decanted at the Dis-

pensary before being sent out.

These Wines are too favourably

known to need comment.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony, or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 6, 1899.

REUTER'S TELEGRAMS.

FUSION OF THE IRISH PARTIES.

LONDON, April 4th.

At a conference of the Nationalist Members

of the House of Commons it was agreed to

accept Mr. Dillon's proposal for a reunion of

the Party under a Parnellite Chairman.

THE "TIMES" ON SIAM.

The Times publishes a long correspondence

on the progress of Siam and in a eulogistic

leading article admits the claim of Siam for

a revision of the Customs duties.

LOCAL AND GENERAL.

WE would call the attention of our readers to

the hour of closing the French and American

mails on Saturday next, viz., 10.45 a.m.

MADRAS coins are said to have perfected

their operations, so that a spurious rupee, giving

them 30 per cent of profit, is hardly distinguish-

able from the genuine coin.

THE estate of the late Mr. J. M. Keiller, of

marmalade fame, has been returned at over

£21,000, on which estate duty of over £3,000

has been paid.

THE Sanitary Board of Kuala Lumpur has

decided against lighting that town by electricity,

on the ground of the expense attending an

electrical installation.

A REGULAR trade in sheep is now springing up

between north-west Australia and Singapore.

For some time past regular shipments have

come thither from Derby.

THE barracks of the Hongkong Regiment at

Kowloon, which are built of brick are now

being faced with cement. This will serve to

preserve the face of the brickwork which in

this climate is very liable to crumble and per-

ish.

THE Hongkong Football Club have handed

£7,470 to the Treasurer of the Hongkong Foot-

ball Challenge shield, this sum being the bal-

ance over expenditure resulting from the sale

of seats in the Grand Stand at the final on

March 23th last.

QUESTIONS have been asked in Parliament as

to the shooting of Mr. C. F. Simpson in the

recent fighting at Manila. The Government

are awaiting a full report from the British Con-

sul before deciding what course to adopt in

regard to compensation for the deceased man's

family.

A COMMITTEE has been formed for the purpose

of establishing a memorial to the late William

Black. It is proposed that friends and admirers

of the novelist be invited to contribute. This

memorial may take the form of a life-boat for

the west coast of Scotland; if a useful position

can be found for it there.

A MARRIAGE has been arranged and will shortly

take place between Lt. H. A. V. Cummins, and

Infantry Hyderabad Contingent, and Miss

Greenfield, of Haynes Park, Bedford. Lt.

Cummins is the eldest son of Brigadier General

Cummins, D.S.O., and the nephew of Major

Dunman, V.D., Singapore Volunteer Artillery.

LIEUT. YOUNG, 1st Duke of Cornwall's Light

Infantry, has just died at Calcutta from a

fractured skull, the result of a fall at polo.

ON condition that 6,000 coolies are imported

during the year, the steamship companies have

extended their arrangement with the Feder-

ated States Government for reduced fares for

another twelve months.

THE Admiralty have stipulated with the Gov-

ernment of New Zealand that, before a sub-

sidy can be granted for the Calliope Dock at

Auckland, priority of occupation by Her Ma-

jesty's ships must be conceded.

AT London on the 3rd ult., the price of tin

was £100.15s per ton, against £64.15s a year

previously. The advance is 65 per cent. The

visible supplies of tin were 20 per cent lower

than they had been on the same date last year.

OIL to calm the waves was used on an unusu-

ally large scale during the recent gales in the

English Channel. The waves broke over

Folkestone pier making it difficult for steamers

to enter the port until a considerable quantity

of the oil was poured into the harbour, when

the seas immediately became smooth. Perhaps

the use of a little oil at our piers during

typhoon weather would enable launches to

come alongside with greater ease and safety.

The experiment should be worth trying at all

events.

THE damp weather of the last two days has

come as a welcome relief after the long drought

which we have experienced. Still if we are to

receive any material benefit in the matter of

our water supply a really heavy fall is needed,

for the drizzle of the last couple of days will

make no appreciable addition to the stocks in

the reservoirs. The vegetation is already show-

ing signs of awakening life, but so far the rain

has not been sufficiently heavy to cleanse the

leaves of the roadside trees of their accumulated

dust. In reality we are in need of a veritable

deluge.

A PETITION from mine-owners and others in-

terested in mining in the State of Perak, is to

be presented to the Resident, praying for

certain amendments in the mining code there.

These amendments include registration facili-

ties, less rigid forfeiture regulations, quicker

dealing with mining applications, and stricter

enactments to protect mine-owners against

absconding coolies. The petitioners urge these

changes on the ground that the present state of

the law deters capitalists from investment in

Perak. The consequence is that the raising or

procuring of money there at reasonable rates

has been altogether impracticable, and mining

has been impeded.—*Strait Times*.

THE French Minister of Public Works, in view

of some recent serious railroad accidents, now

requires all railway trains which carry passen-

gers to be provided with requisites for prompt

surgical aid to the wounded, as even when the

services of surgeons are promptly obtained they

are not always provided with the necessary

bandages and other surgical appliances to aid

the injured. The Lehigh Valley Railroad has

for years carried "first aid packets" on all

trains. The amount of suffering which such

precautions have relieved and the number of

lives which have been saved is very great. All

railroad companies should, in their own in-

terest, carry such outfits, and if they do not

choose to do this at their own volition, they

should be compelled to by proper legislation.

A GERMAN service contemporary gives some

interesting details on the marching perfor-

mances of the troops engaged in various ce-

lebrated campaigns. Thus the highest average

of distances marched by troops during the

campaign of 1796 is to be credited to the

French, who, on the authority of Gen. Lewal,

marched daily on the average a distance slight-

ly exceeding 25 kilometers. In the war of 1866

the highest average was that attained by the

Prussians, marching 22 kilometers, while dur-

ing the Franco-German war the highest

averages were for the Germans (during the

march on Sedan) 21 kilometers, and for the

French troops 15. In the case of the mounted

arm the record is held by Murat's cavalry,

which marched 800 kilometers in twenty-four

days during the operations of 1806, a daily

average of over 33 kilometers.

"THE United States composite gubboat

Princeton is the fourth to bear the name in the

United States navy," says *The Army and Navy**Journal*. "She is of 1,000 tons displacement,

is of composite construction, with her wetted

surface coppered, is furnished with engines of

800 indicated horse power, she has a single

screw and carries a battery of six guns. The

first craft to bear the name was built in

Philadelphia in 1843, after the hull designs of

Captain R. F. Stockton, U.S.N. The machinery

and boilers were designed by the late John

Ericsson, her boilers by Benjamin F. Isher-

wood, late chief of the Bureau of Steam En-

gineering, her hull by Samuel H. Pook, U.S.N.

The machinery was built by Murray & Hazel-

hurst, of Baltimore, Md. This craft was far

from being the success anticipated, and having

failed to come up to expectation as a cruiser,

was first laid up in ordinary at the Norfolk navy

yard, and afterwards, having been divested of

her boilers and machinery, was commissioned

at Philadelphia as a permanent store and re-

ceiving ship. Remaining there until 1866, the

Princeton was surveyed, condemned and sold,

and so the name disappeared from the navy.

list until 1899, when the present vessel takes

up the name and renews the fame of the il-

lustrious forerunner of this modern screw navy.

As will be seen by reference to our advertising

columns, the French Comic Opera Company

will open at St. Andrew's Hall on Monday

next with "Les Pantins de Violette" and a

Variety Entertainment.

THE mountain observatory has been erected

on Mount Mounier, in the Maritime Alps, about

50 miles northwest of Nice. The station is

about 2,816 meters above sea-level, and as it

will be connected by telegraph and telephone

with others, some useful results will no doubt

be obtained. The establishing of this observatory

is the work of M. Bischoffsheim, who founded

that at Nice.

A COMMITTEE consisting of the Duke of Con-

naught, Sir R. Buller, and others, appointed by

the War Office to consider the improvements

which may be made in the conduct of future

manœuvres from the experience of those of

last year, has presented a report containing a

the Committee, upon leaving the (Colon) and Mr. McConachie and Mr. Poate were invited to fill their places. It will be necessary for you to-day to elect a new Committee. All the outgoing Committee have consented to serve if elected. The Chamber's finances continue to flourish and improve. Our little reserve fund has grown from \$4,000 to \$7,000, with the prospect of further substantial increase, although one vote of \$50, for discovery of a submerged danger, has been made. (See page 1.) I do not think gentlemen that there is any other subject requiring special remark from me now. Before proposing the adoption of the report and accounts, the Committee will be glad to listen to any discussion on the various matters that have been dealt with, or to hear any views on other subjects which members may wish to present. (Applause.)

THE WAR IN THE PHILIPPINES.

MALOLOS TAKEN.

MANILA, April 1st.

General MacArthur's division has been moving quickly, though not quickly enough to catch the rebel leaders or their main force. On Wednesday, he advanced both brigades, under General Whelan and General Hales, to Bataan, where the railway crosses a broad stream by means of a big cylinder bridge. The rebels ought never to have given up the bridge if they had any fight in them; but as it was, they were forced back after a fairly stiff struggle, in which the Montanas had two men killed and five wounded, Pennsylvanians one killed and six wounded, Nebraskans one killed and eleven wounded, Kansas seven wounded, Third Artillery three wounded, and South Dakota one wounded. The bridge was not easy to cross, as it is only wide enough for one pair of rails, and is in places for foot passengers, so the boys had to "walk the ties" under fire. Good troops defending the position, would have picked off every man who ventured on the bridge; but the rebels are evidently quite demoralized now. They abandoned Bataan without a fight, setting fire to the town as they ran out, directly a gunboat began dropping shells in the vicinity. They hardly made any resistance at all at Bataan and Guiguinto, and they cleared out in such a hurry that they had no time to set the places on fire. But, of course, General MacArthur and his every precaution against surprises or ambushes, and looking after his line of communications, supplies, etc. The quicker an army advances, the more difficult such work becomes, and if nothing goes wrong it is a miracle.

Near Guiguinto, one of our correspondents found a bundle of rebel newspapers, containing reports of rebel victories. "From our own special war correspondent at the front," perhaps one of their correspondents had had these papers in his pocket and had been killed; or some valiant rebel soldier reading about his own brave deeds, and swelling with pride over the same. One very significant proclamation is published in these rebel papers.

1.—All places when evacuated by Filipino troops must be set on fire, so that the Americans shall only rule over a domain of desolation, with crops of cinchona alone.

2.—All Filipinos who refuse to fight against the Americans must be summarily executed, as a warning.

3.—Certain armed bands of marauders are attacking some of our towns in the north. These bands are called upon to come and join our army against the Americans, otherwise we will deal severely with such disloyal Filipinos as soon as we are finished with the Americans. General MacArthur called a halt for the night at Guiguinto, the advance outposts being some two miles beyond the town. The railroad was very useful in bringing up supplies, otherwise it would have been necessary to halt for probably three or four days instead of only one night. A slight collision occurred on the line, a trainload of soldiers going back to Manila, was met by a stray locomotive, and as both drivers slowed down, as hard as they could, there was a bump, which threw a lot of the boys into the ditch alongside the line. Many were riding on the car roofs, and got a bad fall, but fortunately no serious injury was done.

It was also fortunate that the advance of the American troops had been so rapid as to prevent the rebels from having time to damage the bridges or burn the towns. There are four big bridges, built chiefly of iron and concrete, but there are also wooden trestle and beams which could not readily be replaced if destroyed. Only a few trestles were pulled up here and there by the natives, and a break was mended in a few minutes by the Americans.

On Thursday, the railroad again came in useful to convey sixteen heavy cannon from Calocan to take part in the attack on Malolos. It was fortunate also that the rebels, who have hitherto had most of the railway rolling stock in their hands, lost a large number of cars and some locomotives in Bataan, for the benefit of the Americans. There has been a very inconvenient shortage of rolling stock until now.

One train on Thursday was loaded up with sections of a bridge to be taken out from Manila to the front, as the country is miserable, unequipped with bridges, and the movements of the army are liable to be hampered if streams cannot readily be crossed.

Thursday was a rainy day, giving a forecast of what is to be expected if hostilities are prolonged into the wet season. Marching in wet kit is abominable, roads and fields degenerate into swamps; the whole earth steams and perspires, and the mists and vapours come out of the ground and disseminate deadly disease.

No great movement took place on Thursday. The men mostly rested, while small parties were ordered out to reconnoitre, as the rebels were said to be well supplied with artillery, well entrenched, and Aguinaldo was expected to "do or die." Some trenches to the right of Malolos were taken in the afternoon, by companies from the Nebraska and South Dakota regiments; two men killed, 18 wounded, and a good many rebels killed. Many little heaps of rebel cartridges, unexploded but bearing marks of having been put into rifles and snipers, were found about the trenches, not only here but in Guiguinto, Bataan, and Bignay, showing that the rebels were and some of their ammunition will not go off.

The last train coming to town from the front on Thursday night was very late. One soldier, running to get on board after the train started, lost his grip and was left standing on his head in the middle of the track. Half-way home, the train stopped because the engine ran short of water, but ultimately everybody got home to bed, and out again next morning.

Friday was a dreadful disappointment. After all the great expectations of a desperate fight to the finish, and all the great preparations to do justice to the occasion, the rebels cleared out of Malolos at daylight, leaving only a few men to fire an occasional shot or two by way of keeping up appearances. By the time the Americans began to move on Malolos, the rebels were over the hills and far away, laughing heartily, no doubt, at the way they fooled the Americans. Col. Fenton and the Kansas Regiment were first to enter Malolos, about 11 o'clock. Only a few shots were fired by the retreating enemy for half an hour, during which 14 Americans were wounded and one killed while entering Malolos. It is reported that the enemy have retreated

to Calumpit, about six miles further up the railroad. The Americans found fine trenches in Malolos, but entirely deserted. Malolos was all burned by the rebels except a few substantially built structures. The insurgent government buildings (old convent) were destroyed.

Another report is that the rebels have retired to San Isidro. There is a San Isidro about 6 miles north-east of Malolos, near the great swamp of Candaba.

Yesterday morning General Hall, out beyond Marikina, sent a reconnoitering party to see what rebel force there was in the hill, and he drove them far back, chasing them about till they were all dispersed. American loss, about twenty wounded.

Las Pinas and Bacoor, beyond Paranaque, were shelled yesterday by the *Monadnock*.—*Manila Times*.

TERRIBLE HURRICANE IN AUSTRALIA.

GREAT LOSS OF LIFE.

PEARLING FLEETS WRECKED.

Mr. A. Riddell wired to the *Pilot*, under date 9th instant, from Cooktown, as follows:—

Sunday's hurricane wrecked the pearling fleet. The *Aladdin* was driven on the Pelican, and the *Tarawa* was left high and dry. The *Aladdin* was seen by the *Warrego* drifting towards the reef, and the *Crest of the Wave* was clean stripped. The Channel Rock Lightship was gone, and very few luggers appear to be left.

Saw bodies floating for miles. Have wired the Premier and Treasurer to turn back the *Warrego* and render assistance.

On Thursday the Premier at Brisbane received an alarming wire from the Harbour Master at Cooktown, stating that the *Warrego* had arrived, bringing news of a terrible disaster to seven of the pearling fleets and about a hundred luggers off Howick Islands, resulting in great loss of life.

The *Warrego* was instructed to immediately proceed north again, and to render every assistance possible to the shipwrecked schooners. On the journey down many dead bodies were seen floating about, but owing to the heavy weather prevailing, it was impossible to ascertain the extent of the damage.

Mr. James Clark estimated that probably there were 1,000 people on all the boats, and the loss of life will probably be very serious. Immediately he heard the news he sent a cable to London to withdraw his company's shell from the next sales.

TOWNSVILLE, March 10th. The steamer *Kasuga Maru* arrived here today, and brings news confirming the report of the heavy loss of life and damage to the pearling fleets along the coast during the recent hurricane.

Captain Haswell reports that on the way down the coast he stopped to communicate with the ketch *Eleanor*, the master of which intimated that the schooner *Theresa* was stranded at Pelican Island, but did not appear to be much damaged. The ketches *Narifa*, *Two Brothers*, and *Rosa* were totally wrecked but all the gear has been saved. The *Barb* and the *Murtha* were considerably damaged. The *Ruby* is ashore on a sandbank near land; but the whereabouts of the luggers *Oryza*, *Kafra*, and *Gertrude* had not been ascertained. The schooner *Allegria*, lately purchased by Messrs. Haswell and Doyle was reported to be a total wreck.

At seven o'clock on the 8th instant the *Kasuga Maru* stopped off Cape Melville, and communicated with the distressed schooner *Crest of the Wave*, and Captain Porter confirmed the reports that the schooners *Silvery Wave* and *Sagitta*, with their fleets of luggers were lost as well as the fleet of the schooner *Setty Belle*. Captain Porter estimated the loss of life at about 100. Dead bodies were seen floating past all the previous day.

Most of the crew from the *Crest of the Wave* were rescued in tons ashore. The news received from the Channel Rock Lightship was confirmed, and Captain Porter thinks it has gone down with all hands.

After leaving the *Crest of the Wave* Captain Haswell saw two other wrecks on the shore, and passed three dead bodies.

The *Kasuga Maru* experienced thick misty weather all the way down the coast.

At Thursday Island he encountered a strong north-west gale, which was the first bad weather he had experienced on the voyage.

The captain is under the impression that the gale must have struck the coast about the Clarence Islands, travelling down the coast. On the 9th instant, at 5 p.m. the *Kasuga Maru* anchored inside the lee of Palm Islands, the glass falling so rapidly that the captain did not consider it advisable to proceed on the voyage.

Passing Cooktown at 4 p.m. on the 7th, he spoke to the pilot station there. The weather was thick at the time. The *Kasuga Maru* passed a dead body there, and a great quantity of debris.

Captain Haswell thinks there are more wrecks to the north-east of Cape Melville, as he observed several dead bodies came from that direction.

Owing to the heavy weather prevailing at the time, he could not ascertain anything more definite.

Mr. H. Bowden wires to the "Pilot" as follows:—Coen being the station of despatch, date 11th instant:—

Arrived Wauwau's Island on Friday, and saw lugger *Sybil*. Learned from her that the *Allegria* and *Tarawa* fleets were camped at Pelican Island. Proceeded there and learnt the *Merrilla* was a total wreck on an uncharted reef near "I" reef. Captain Thomson reports having experienced a terrible time. He had cut away both masts and had lost all boats and fresh water; and had prepared to make a raft on Monday when the *Leon* sailed up. The vessel was full of water.

The *Wai Wee*, with shell, was a total wreck close by. The luggers *Xarifa*, *Rosa*, and *Martha*, of the *Tarawa* Company, are total wrecks. The *Gavarras Peris*, the *Spring*, the *Jenny*, and the *Yamola* are total wrecks. Nine lives were lost from the *Peris* and *Spring*. The *Pagana*, belonging to the Munro Company, is a total wreck. A number of other luggers were ashore but safe.

Proceeded to Flinders, where the full force of the gale was felt, and found the *Aladdin*, *Oliver*, *Crest of the Wave* with about fifty boats safe. The *Silvery Wave*, *Sagitta*, and *Admiral* are total wrecks, and all hands but one coloured man are lost. Captain Jefferson, Captain Murray, the two Outridges (Harold and Alfred), J. Nicholas, Affleck (2 Alibow), are lost. The body of one of the Outridges was found and buried, and large numbers of other bodies were found and buried by the natives.

The lugger losses known are as follow:—*Crest of the Wave*, 13; *Silvery Wave*, 16; *Sagitta*, 8; while all hands but 28 coloured men, mostly South Sea boys, are drowned. All hands on the *Admiral* are lost. Marcia's body was found and buried.

Pedro Guavara Peres was drowned. The lugger *North Wales* sunk near Noble Island, and Captain Powell and all the crew but one were drowned. The *Warrego* arrived here from Cooktown, and reports being the wrecked of the *Warrego* ship, with one white body, probably one of her crew.

The steamer *Pittori* is employed searching about the *Warrego* islands South to-day, and the *White Star* proceeds to search the Barrier in a northerly direction.

Over forty destitute crews and the surviving boats are being sent to Thursday Island. Terrible tales of suffering are related by the survivors; in some cases they were for three days swimming. Some escapes are marvellous.

The shore appearances of the effects of the gale show that the hurricane was terrific. All the trees have been swept bare of branches leaves and bark, as if they had been fired; and the islands are bare of grass. A large porpoise was found 20 ft. up on a hillside. Cowling's boats are safe, having been outside the area of the storm.

From Cape Melville to Ninian Bay is strewn with wreckage and bodies, presenting a horrible sight. The total losses of life are computed at over 300. Fully fifty boats of all kinds are lost. The *Tarawa*, which was stranded, has been got off, and is now safe here.

BRISBANE, March 14th. Particulars of the recent disaster by the hurricane on the north coast show that the earliest reports of the damage to property and loss of life were in no way exaggerated. The total loss is estimated at £50,000; loss of life, 350; besides 13 whites.

BRISBANE, March 15th. Further details continue to be received in connection with the recent hurricane, but give no information beyond that already known. There is not the slightest doubt the storm was the most terrific ever experienced in those parts. It will probably be some time before the full extent of the damage will be accurately known.—*Torres Straits Pilot*.

ALIEN IMMIGRATION.

A return issued as a Parliamentary Paper shows that during the month ended January 31, 3,661 aliens, who were not stated to be en route to America or other places out of the United Kingdom, arrived in England from the Continent as compared with 2,974 who arrived in January, 1898. In addition 1,069 aliens arrived en route to America or other places out of the United Kingdom, compared with 974 in January, 1898, the total number of aliens in the two classes thus being for January, 1898, 3,945, and for January, 1899, 4,739.

THE FRENCH NAVAL VOTE.

PARIS, March 10th. In the discussion in the Chamber of Deputies on the naval vote, M. Lockroy, the Minister of Marine, said that the fleet was in excellent condition. The greater number of squadrons on foreign stations were never before in such good order. The points d'appui of the fleet were about to be fortified, and work had already been begun on them. M. Lockroy also spoke of the new type of submarine boat, the *Gustave Zédé*. He spoke in terms of high admiration of this type of torpedo-boat, and declared that it had been lately provided with an apparatus which permitted its occupants to see under water, and it would thus be able to reach its adversaries with the greatest accuracy.

PULLMAN.

The dream of the late George M. Pullman of establishing a model industrial town will soon become a thing of the past, as the model town of Pullman, Ill., will soon lose its peculiar identity and will become a free community, and the anomaly of a city within a city is now at an end. The Pullman Palace Car Company has accepted the decision of the Supreme Court of Illinois, sustaining the contention of the Attorney-General, and the terms of the decree are now being prepared. This decree will divorce the great corporation from everything save the business of building cars. The churches, schools, hotels, arcade market house, public library, and some 2,000 brick residences will have to be sold to the highest bidder, and the bricks will pass from the control of the company and the streets themselves will now be controlled by the authorities of the city of Chicago. Preference will be given to employees in purchasing the homes which they now occupy.

UNCLE TOM'S CABIN.

Messrs. Dallas and Musgrave Dramatic Company gave their first performance of Mrs. Harriet Jacobs' new stage masterpiece "Uncle Tom's Cabin" last night at one of the best adaptations for the drama of the celebrated book, which without doubt is as familiar to English-speaking nations, as household words, so it is hardly necessary to relate the story around which the action of the play hangs.

George Harris, (Mr. Kenyon Musgrave) a young man, with just a taint of coloured blood in his veins, and therefore a slave, has been goaded to run away from his owner, he also takes his wife, Eliza Harris, (Miss Barbara Perry) and child. The incidents that occur during their pursuit by Simon Legree (Mr. D. Munro), Dan Hagar (Mr. F. Bew), two slave traders, and a slave boy, (Mr. H. F. Felt), a lawyer, give many opportunities for thrilling situations and fine spectacular effects. The runaways are assisted by Plinthea Fletcher (Mr. Henry Dallas), who, although a slave-owner himself, is disgusted by George's master having branded the letter H on his left hand.

Uncle Tom (Mr. T. Empson) is another slave who has to be sold but having the fortune to save from drowning little Eva St. Clair (Miss Musker) is bought by her father, for her special attendant. Topsy (Miss Rose Black), also a slave, belonging to Mr. St. Clair, Mr. Edwin Phillips), causes much laughter by her queer antics with her mistress, St. Clair's sister Ophelia (Miss Fanny Stanley). Little Eva's death scene is admirably staged, many of the ladies in the audience shedding tears at this most touching scene. On Mr. St. Clair's death Uncle Tom and Eliza Harris, who have been captured by the slave traders, are put up to be sold by public auction and are bought by Legree, and set to work by him on his cotton plantation.

The scenes depicting the negro's life before the American Civil War of 1864 are remarkably true and show both the light and shadow of the slave's life, Legree is a hard taskmaster, and wishes Eliza to become his mistress, which is indignantly refused, and brings upon her the wrath of Legree, who ties her to a tree and is going to flog her when her husband George, arrives on the scene, and engages in a knife fight with the slaveowner. The fight is both severe and long but Legree at last receives his opponents blade in the heart. Uncle Tom, who has been flogged for refusing to flog Eliza, is now brought in a dying man, the curtain falling as he is breathing his last.

The acting throughout was very good, Messrs. Dallas and Musgrave's rendering of their respective characters leaving nothing to be desired, while Miss Barbara Perry's Eliza Harris was equal to anything that we have seen her in yet. The best two characters were Mr. Empson's "Uncle Tom" and Mr. Ferrell's "Marks", the lawyer, but we must not leave out of consideration Miss Musker's "Eva." This is her first appearance on the stage, and gives promise of a brilliant future. The acting being light for many more years to come in the dramatic profession.

SAMOA.

The latest advices from Samoa state that anarchy still prevails there. Much friction apparently exists between the Germans and their *protégé* Mataafa on the one hand, and the British and American residents on the other. The German Consul-General had notified the Chief Justice that his Government does not uphold his protest against the conduct of the Judge.

The special correspondent of the Melbourne *Argus* in Samoa says that the only solution of the difficulty there lies in the immediate annexation of the islands by Great Britain. The natives throughout the group are almost unanimously favourable to such a solution, which is also ardently desired by the American and British residents, and even by many of the German traders.

RUSSIAN EXPLORATION IN ASIA.

Deserts are becoming comparatively scarce on modern maps. Little by little as they come to be explored it is found that the word desert should not be applied to the territory. The great Gobi desert of Asia is still put down in almost every atlas as an arid waste, but Russians exploring it have found it is not a desert, as has been supposed. Obrucheff says that the physical features of the so-called Gobi desert show that it is not a sandy waste at all, but a plateau with all the characteristics of the steppe. It was evidently once claimed by the sea, and its many hills and valleys are the results of a long erosion since its elevation above the sea. A precipitation occurs in all parts of the Gobi territory, and although it is not very plentiful, still the quantity of rain and snow produce a good growth of grass. The caravan route from China to Urya is traversed every year by about 100,000 camels with loads of tea, and the wells in the more barren part of the Gobi territory are usually more than twenty or thirty miles apart. Wandering bands of Mongolians have large herds, and in years of great drought have they difficulty in finding sufficient quantities of fodder. It was from the Gobi desert that great hordes of mounted barbarians issued who gave great trouble to China. It was these barbarians which caused the Chinese to erect the great wall, more than 1,200 miles in length, around the northern frontier of the empire. The wall, however, did not always prove effective in preventing their inroads.

CURRENCY IN THE FAR EAST.

INSEPARABLE FROM TROY WEIGHT.

"The Development of Currency in the Far East" was the title of a paper read before the East India Association, in London, recently, by Lieut. Col. R. C. Temple, the Chief Commissioner of the Andamans and Nicobars. It was impossible, he said, to separate the terms currency and troy weight in the Far East. Discussing the development of the coinage, he declared that all the existing troy weights and currencies in India and the Far East were based on one, and sometimes on both, of two seeds, which were known to Europeans as the seeds of the *Abrus precatorius* and the *Adenanthra parvifolia*. The whole currency of the Far East was based on, or directly connected with, the Indian troy weight system. In India there were formerly two concurrent troy scales—a literary one of 320 raktikas to the pala, and a popular one of 60 raktikas to the tola. The pala was the scale of 96 raktikas to the tola, the details of which were traceable to the old Greek scale, which had settled itself down in India, but the old literary scale was by no means dead. It had spread over the Indian borders among the peoples further East. So far as it dealt with matters Malayan, and certainly in its origin, the international commercial scale was the latest development of the ancient Indian scale of 320 raktikas to the pala. The Far Eastern peoples had never separated either the ideas or the denominations of troy weight and money. Indeed, much further, for every coinage as they had produced had merely been an effort to give practical effect to the conventional denominations of their troy weight currency. Commenting on the all engrossing fight between the holders of gold and of silver, the lecturer said that if, as he believed, silver was the more stable metal, he submitted that the lesson to be learnt from the past was that it was to the vital interest of the agriculturist, the manufacturer, and the merchant, to throw the whole weight of their influence, in the struggle between financiers, on the side of silver.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1895.

Barometer.....30.959
Thermometer.....62.0
Humidity.....85.0
Rainfall.....4.08

TO-DAY.

Barometer.....30.10
Thermometer.....64
Humidity.....86
Rainfall.....0.12

TO-DAY.

Chinese—20th of 2nd moon of 25th year of Kwang-shi.
Sun—Rises.....6hr. 6min.
Sets.....5hr. 55min.
High water—Morning.....5hr. 50min.
Afternoon.....5hr. 50min.
Low water—Morning.....5hr. 50min.
Afternoon.....5hr. 50min.

ANNIVERSARIES.

1842—Convention between Sir John Davis and the Viceroy Kiyomasa for the admission of Europeans into Canton within two months.

1885—Peace between France and China.
1897—Robbery of £75,000 from the Hongkong and Shanghai Bank at Rangoon.

TO-MORROW.

Chinese—27th of 2nd moon of 25th year of Kwang-shi.
Sun—Rises.....6hr. 6min.
Sets.....5hr. 55min.
High water—Morning.....5hr. 50min.
Afternoon.....5hr. 50min.
Low water—Morning.....5hr. 50min.
Afternoon.....5hr. 50min.

ANNIVERSARIES.

1739—Dick Turpin hanged.
1842—Defeat of Akbar Khan by Sir Robert Sale's force.
1853—Prince Leopold, Duke of Albany, born.
1860—Hongkong first opened to British trade.
1881—Death of the Sultan of Brunei.
1897—Mr. H. A. O'Brien accidentally poisoned at Singapore.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Guelt*) 8th inst.
French (*Salazie*) 10th inst.
Indian (*Chelydra*) 10th inst.
American (*Hongkong Maru*) 14th inst.
Canadian (*Empress of India*) 19th inst.
American (*China*) 22nd inst.

THE F. M. S. S. Co.'s steamer *Gaith*, with mails, etc., left Shanghai for this port this morning, the 6th instant.

THE Canadian Pacific Railway Co.'s steamer *Athenian*, left Yokohama for Vancouver yesterday morning, the 5th instant.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan*, arrived at Vancouver at 9 a.m. yesterday, the 5th instant.

HONGKONG AND WHAMPOA DOCK RETURNS, *Isle de Cuba*, at Kowloon Dock.

Isle de Luzon....."
Hud....."
Henry Failing....."
H.M.S. Narcissus....."
Chittagong....."
Hating....."
H.M.S. Walting....."
U.S.S. Bennington....."
D. Juan d'Austria....."
Phra Chom Klao....."
Tordenskjold....."
Aberdeen

PASSED THE CANAL.

Outward—7th March—*Afridi*, *Catania*, 10th March—*Benader*, *Undaunted*, 14th March—*Ask*, 17th March—*Glaucus*, 21st March—*Maiden*, 24th March—*Indus*, *Ottospool*, 28th March—*Heidelberg*, *Pekin*, 31st April—*Ben-luwa*, *Heider*, *Vindobona*, *Kamsang*, *Siberia*, *Telena*.
Homeward—5th April—*Bentley*, *Dardania*, *Sikh*, *Sydney*.

SWATOW WEEKLY SHIPPING REPORT.

(1st April, 1899.)

ARRIVALS.

Date. Vessel. Where from. Agents.
Mar. 26 *Tryn*.....Tamsui.....Woo Ku
" 26 *Hsinang*.....W. & C'king.....J. M. & Co.
" 26 *Nanyang*.....Hongkong....."
" 27 *Hailong*.....Amoy....."
" 27 *Haiming*.....Amoy....."
" 27 *Whampoa*.....Shanghai.....B. & S.
" 27 *Dr. H. J. Klar*.....C. & H.Woo Ku
" 28 *Pakshan*.....Hongkong.....B. & S.
" 28 *Fornosa*.....Amoy.....J. M. & Co.
" 28 *Kaifong*.....C. N. & Tsin.....B. & S.
" 29 *Chinkiang*.....Wuhu....."
" 29 *Charterhouse*.....Amoy....."
" 29 *Wongki*.....Bangkok....."
" 29 *Hailan*.....Hongkong.....J. M. & Co.
" 30 *Thales*.....Amoy....."
" 30 *Leiyuan*.....A. & Shai.....C.M.S.N. Co.
" 31 *Chingchei*.....Amoy.....L.Y.S. & Co.
" 31 *Nanyang*.....Hongkong....."
" 31 *Diederichsen*.....C. & H.L. & H.
" 31 *Wingsang*.....Shanghai.....J. M. & Co.
" 31 *Yikyang*.....Hongkong....."
" 31 *Kwoiyang*.....Hongkong....."
Apr. 1 *Chowai*.....Hongkong.....B. & S.
" 1 *Kalgan*.....C. & N'wang....."
" 1 *Fornosa*.....Hongkong.....J. M. & Co.
" 1 *Ebani*.....Wuhu....."

DEPARTURES.

Date. Vessel. Destination. Agents.
Mar. 26 *Choyang*.....Hongkong.....J. M. & Co.
" 27 *Haiming*.....Amoy....."
" 27 *Hailong*.....Amoy....."
" 27 *Nanyang*.....Hongkong....."
" 27 *F. Maru*.....Mojri.....B. & S.
" 28 *Fornosa*.....Hongkong.....J. M. & Co.
" 28 *Hailan*.....Amoy....."
" 29 *Wongki*.....Hongkong.....B. & S.
" 29 *Pakshan*.....Singapore.....B. & S.
" 29 *Tryn*.....C'king & H'kow.....Woo Ku
" 29 *Hsinang*.....Shanghai.....J. M. & Co.
" 30 *Thales*.....Hongkong....."
" 30 *Charterhouse*.....Wuhu....."
" 30 *Whampoa*.....Wuhu....."
" 31 *Chinkiang*.....S. & Amoy....."
" 31 *Kaifong*.....Shanghai....."
Apr. 1 *Dr. H. J. Klar*.....H'kong.....Woo Ku
" 1 *Fornosa*.....Amoy.....J. M. & Co.
" 1 *Wingsang*.....Shanghai....."
" 1 *Yikyang*.....Hongkong....."
" 1 *Kwoiyang*.....C. & Tsin.....B. & S.
" 1 *Changchei*.....S'pore.....L.Y.S. & Co.
" 1 *Nanyang*.....Hongkong....."

SHIPPING IN PORT.

Date. Vessel. Where from. Agents.
Mar. 30 *Leiyuan*.....A. & Shai.....C.M.S.N. Co.
" 31 *Diederichsen*.....H. & C."
Apr. 1 *Chowai*.....Hongkong.....B. & S.
" 1 *Kalgan*.....C. & N'wang....."
" 1 *Ebani*.....Wuhu....."

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUYAMA MARU	HONGKONG, SHANGHAI, TIENTSIN, YOKOHAMA, KOREA, JAPAN, and HONOLULU.	10th April, at 1 P.M.
KAWACHI MARU	HONGKONG, SHANGHAI, TIENTSIN, YOKOHAMA, KOREA, JAPAN, and HONOLULU.	15th April, at 1 P.M.
KANAGAWA MARU	HONGKONG, SHANGHAI, TIENTSIN, YOKOHAMA, KOREA, JAPAN, and HONOLULU.	20th April, at 1 P.M.
KAGOSHIMA MARU	HONGKONG, SHANGHAI, TIENTSIN, YOKOHAMA, KOREA, JAPAN, and HONOLULU.	25th April, at 1 P.M.
SENDAI MARU	HONGKONG, SHANGHAI, TIENTSIN, YOKOHAMA, KOREA, JAPAN, and HONOLULU.	30th April, at 1 P.M.
SADO MARU	HONGKONG, SHANGHAI, TIENTSIN, YOKOHAMA, KOREA, JAPAN, and HONOLULU.	5th May, at 1 P.M.

For further information as to Freight, Passage, and other matters, apply to the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, 300 Fire Test.

A high grade burning Oil for Ship Lamps, Light Houses, Farm Cans and Railway Trains, and for all use where a highest degree of safety is required.

MINERAL WAX.

Candle, Soap, and other refined.

ORDERS, SOLICITED, AND PRICES QUOTED.

Dr. KNORR'S ANTIPYRINE

Dr. OVERLACH'S MIGRAININE

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water. WINE & SODA. FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS. NERVOUS AFFECTIONS.

ARGONIN.

SOLUBLE CASEIN SILVER PREPARATION. Used in Gonorrhea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties. It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA. BEHRE OF SPURIOUS IMITATIONS.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS JEWELLERS SILVER SMITHS, AND ORFÈVRES.

NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Vanguard and Solus.

CELEBRATED OPERA GLASSES. MARINE GLASSES AND SPYGLASSES. Nos. 54 & 56, Queen's Road Central.

CARBOLINEUM VESICARIUS. Used for over 20 years. With the Utmost Success.

Thoroughly reliable, preserved for Wood and Stone against White Ant, Decay, Fungus, Rot and Dampness.

Sole Agents for China. LUTGENS, HINEMANN & Co. Hongkong, 11th September, 1898.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SHIPMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUPEX-GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIKERS PATENT MOTOR LAUNCHES, &c.

Sole agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS. Hongkong, 22nd September 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



1899. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C. Twin Screw Steamships—6,000 Tons. 10,000 Horse Power. Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th April, 1899.

EMPRESS OF JAPAN. Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 17th May, 1899.

EMPRESS OF CHINA. Comdr. R. Amthold, R.N.R. WEDNESDAY, 7th June, 1899.

THE magnificent Twin screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANGUVER, B.C., in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given direct routes.

Passengers booked through to all principal ports, and around THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES. First-class only, granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, and to none in the World, the EXCELLENCE OF ITS TRANS-CONTINENTAL FRANCHISE, the Company having received the highest award for same at recent World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, Hongkong, 30th April 1899.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANIES.

TO SAN FRANCISCO, HONOLULU AND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU. Via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu. Monday, 23rd April, at Noon.

AMERICA MARU. Via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu. Saturday, 20th May, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 25th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland (Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS) also the CANADIAN PACIFIC RAILWAY on payment of 2s in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago for destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates, first class only, are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 18th March, 1899.

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central. Head Office: TOKIO. Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies: Mitsui Coal Mines, Onoda Coal Mines, Kanada Coal Mines, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wg. Co., Shanghai, Onoda Cement Company, Japan, Kanagatuchi Cotton Spinning Mill, Japan, The Mitsui Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory, Japan.

Hongkong, 11th December, 1896.

Mitsui Bussan Kaisha, Ltd., Agents.

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Mails.

NORDEUTSCHER LLOYD.

(Freight Service.) (East Asiatic Service.) (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRAPES, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.) PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

NURNBERG. AMSTERDAM, HAMBURG, BREMEN. About 10th April. Freight.

BABELSBERG. HAVRE, HAMBURG, BREMEN. About 25th April. Freight and Passage.

SERBIA. HAVRE, HAMBURG, BREMEN. About 30th April. Freight.

SAVOIA. HAVRE, HAMBURG, BREMEN. About 5th May. Freight and Passage.

KONIGSBERG. HAVRE, HAMBURG, BREMEN. About 20th May. Freight and Passage.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers. For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON TOPICA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Campanile, 2,980 tons, about April 20. Gulf City, 3,000 tons, about May 20.

The Steamship "CARMARTHENSHEIRE" will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KORE, INLAND SEA, YOKOHAMA AND HONOLULU, on or about the 20th April, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 28th March, 1899.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Saturday, 8th April, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Tuesday, 2nd May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Saturday, 27th May, at Noon.

THE U.S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland (Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY) also the CANADIAN PACIFIC RAILWAY on payment of 2s in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 10th April, 1899.

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Prinz Heinrich. Wednesday 10th April.

Prinz Heinrich. Wednesday 10th April.

Prinz Heinrich. Wednesday 10th April.